

Frequently Asked Questions

Truck and Bus Regulation

Topic: Low-Mileage Construction Truck Extension

Last Updated: February 1, 2012

This summary describes the low-mileage construction truck extension of the Truck and Bus regulation. The regulation does not apply to state and local government vehicles, solid waste collection trucks, drayage trucks that transport marine cargo, and public transit buses because they are already subject to other regulations.

What is the low-mileage construction truck extension?

The low-mileage construction truck extension delays the PM filter requirements for a limited number of construction trucks with a gross vehicle weight rating greater than 26,000 pounds until January 1, 2014 and delays their replacement until January 1, 2020 or later.

How are low-mileage construction trucks defined?

Eligible trucks include all construction trucks that are owned by a contractor that holds a valid license issued by the California Contractors State License Board and certain truck body types regardless of who owns them. Low-mileage construction trucks must operate less than 15,000 miles per year, but dump trucks can operate up to 20,000 miles per year. Eligible truck body types that do not need to be owned by licensed contractors include concrete mixers, concrete pump trucks, water trucks, single engine crane with a load rating of 35 tons or more, tractors that exclusively pull low-boy trailers, dump trucks. Dump trucks must transport construction materials such as dirt, asphalt, rock or construction debris and include a transfer truck, or a tractor trailer combination used exclusively to pull bottom dump, end dump, or side dump trailers.

What is the compliance schedule for low-mileage construction trucks?

As shown in the table below, low-mileage construction trucks can delay compliance for some trucks until January 1, 2016 as long as 33 percent of the fleet has PM filters by 2014, 66 percent by 2015, and all trucks will need to have PM filters by January 1, 2016, unless another provision or credit allows some trucks in the fleet to continue to operate without a PM filter. Compliance is determined by including all vehicles in the fleet except for low-use vehicles that travel less than 1,000 miles per year. Starting January 1, 2020, all trucks must comply with the engine model year schedule like other trucks. A single truck owner with a low-mileage construction truck can delay the PM filter requirement until January 1, 2016.

Compliance Date	Minimum PM Filters*
January 1, 2014	33%
January 1, 2015	66%
January 1, 2016	100%

* Applies to entire fleet of heavier trucks (see below)

What do I need to do to take advantage of the low-mileage construction truck extension?

Fleet owners must apply for the low-mileage construction truck extension by March 30, 2012 to be eligible. Up to 10 trucks per fleet that meet the "low-mileage construction truck" definition are eligible for the extension for the 2012 compliance year. The number of low-mileage construction truck extensions cannot increase from year to year. However, owners with more than 10 eligible trucks can also report any other trucks they want considered for the extension by March 30, 2012, in case more can be approved. Additional low-mileage construction truck extensions will be approved by the Air Resources Board if fewer than 9,000 trucks are eligible initially and additional extensions take effect starting January 1, 2013.

What are the labeling requirements?

Qualifying low-mileage construction trucks must be labeled within 30 days of the reporting deadline. Fleet owners must permanently affix or paint the letters "CT" in white block lettering that is three inches high on a five inch by eight inch black background on the left and right door. The labels must be in clear view at all times. ARB will not issue the label.

While this document is intended to assist fleets with their compliance efforts, it is the sole responsibility of fleets to ensure compliance with the Truck and Bus Regulation.

Can I keep the low-mileage construction truck extension if I replace a truck?

Yes, you may replace a truck and retain the extension as long as the engine in the replacement truck has a 1996 model year engine or newer, and the annual mileage limits continue to be met after the replacement vehicle is placed in service.

How do I determine compliance when I have low-mileage construction trucks and other trucks?

Trucks that do not qualify for the low-mileage construction truck extension must comply with the general requirements of the rule as described in the fact sheet, Truck and Bus Regulation Compliance Requirements Summary. The low-mileage construction trucks are exempt from the PM filter requirements until January 1, 2014 and some or all of the low-mileage construction trucks can continue to be exempt until January 1, 2016 if the whole fleet (except low-use vehicles that travel less than 1,000 miles per year) meets the minimum percentage requirements specified in the table above. This means that other trucks in the fleet that are required to have PM filters are counted when determining whether the minimum PM filter percentage required to use the low-mileage construction extension has been met.

All 9 of my trucks are low-mileage construction trucks, what are the clean-up requirements?

In this example, all 9 trucks are exempt from clean-up until January 1, 2014. The owner will need to demonstrate that 3 trucks (or 33 percent of 9 trucks) have PM filters by January 1, 2014, 6 trucks (66 percent of 9 trucks) will need to have PM filters by January 1, 2015, and all trucks will need to have PM filters by January 1, 2016. Starting January 1, 2020, the trucks will need to be upgraded according to the engine model year schedule for heavier trucks so that all of the trucks will have 2010 model year engines by January 1, 2023.

I have 9 heavier trucks but only 3 are low-mileage construction trucks, how many PM filters do I need?

The 3 low-mileage construction trucks are exempt until January 1, 2014. Like the example before, at least 3 trucks must have PM filters by January 1, 2014, and 6 trucks by January 1, 2015 to continue using the low-mileage construction truck extension. However, in this example, the six trucks that do not qualify as low-mileage construction trucks will need to comply with the general requirements of the regulation and will be equipped with PM filters to comply with either the engine model year schedule or the PM filter phase-in option. For this example, the fleet will need to have 5 PM filters to meet the general requirements by January 1, 2014 and January 1, 2015. Since this fleet already has more than 3 trucks (33 percent of 9 trucks) equipped with PM filters by January 1, 2014, no other action is required, and the 3 low-mileage construction trucks continue to be exempt through 2014. By January 1, 2015, the fleet will need to have at least 6 PM filters to meet the 66 percent minimum required to use the low mileage construction truck extension; therefore, one more truck will need to be equipped with a PM filter. In this example, assume the owner chooses to retrofit the truck that does not qualify for the extension. Now all 3 low-mileage construction trucks can use the extension through 2015. By January 1, 2016, all trucks will need to have a PM filter. Starting January 1, 2020, the fleet owner will need to upgrade all trucks according to the engine model year schedule so that all of the trucks will have 2010 model year engines by January 1, 2023.

I installed PM filters on some off-road equipment. Can I use this as credit for heavier trucks?

Yes. If you installed PM filters on backhoes, graders, or other off-road diesel vehicles can apply excess credits granted in the Off-Road In-Use Vehicle regulation towards compliance for trucks in your fleet. The credits count towards compliance with the PM filter phase-in option in the Truck and Bus regulation and can be used until January 1, 2017.

Where can I get more information?

Additional fact sheets and information are available at: www.arb.ca.gov/dieseltruck or by calling (866) 6DIESEL (866-634-3735) or e-mailing 8666diesel@arb.ca.gov.

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